



October 2019

GALTtraffic

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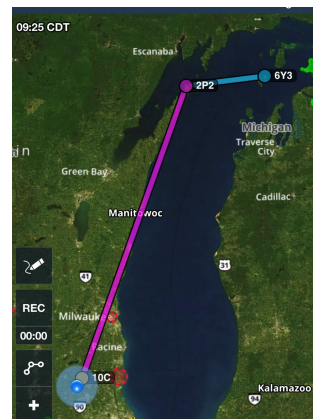
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One From The Bucket List

"It's been on my bucket list for years!" Justin exclaimed as I looked at his photos on the monitor.

For the record, Justin Cleland is the *J* in JB Aviation, the company that runs the FBO at Galt Airport. The "*it*" on his bucket list is a flight to a tiny uninhabited, tree covered dot in the middle of Lake Michigan named North Fox Island that happens to have a 3,000 ft. grass runway (6Y3) and pretty much nothing else.

If you went there expecting souvenir shops and Starbucks, you'll be mightily disappointed. If, however, you were looking for solitude and scenery, you'd find both in abundance. Unless, of course, you arrive on the day



that the a group fly-out arrives.. More about that later.

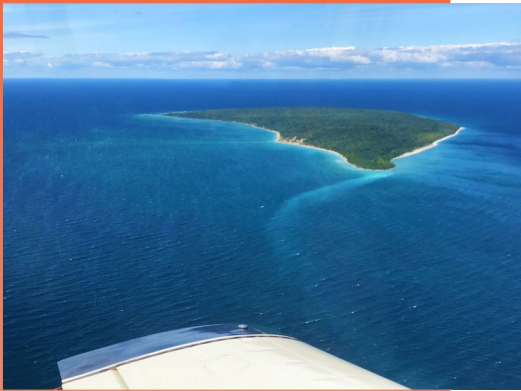
Intrigued by North Fox Island ever since he first spotted it on a sectional eons ago, Justin decided that this was the summer he'd do it. He planned the flight for months. Suddenly, the realization

that the season was waning, made it a now-or-never proposition. Mike Evans and Rebekah Busse quickly signed on for the adventure in the twin-engine Piper Aztec named *Monte*



Mike, Rebekah and Justin





North Fox Island



The 3,000 ft. grass runway at 6Y3

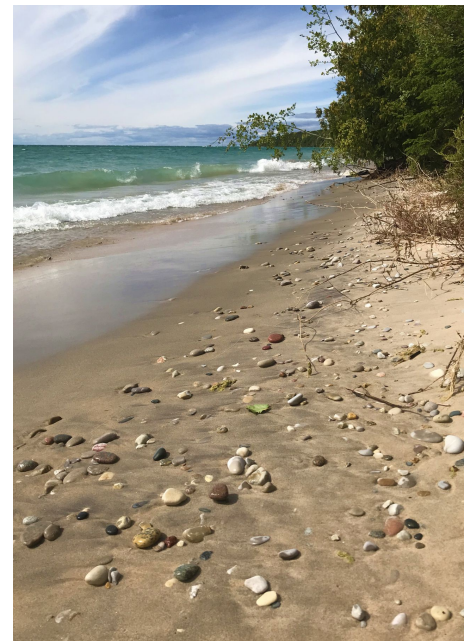


that Justin co-owns.

North Fox Island is owned by the state of Michigan. The grass airstrip and several miles of hiking trails are kept mowed by volunteers from the RAF, the Recreational Aviation Foundation (*see sidebar on page 3*). There's a sandy beach that allows for a pleasant walk around the island. Several primitive tent campsites are maintained near the runway, as is a Port-o-Potty. The island has no electricity or running water. Fire pits are thoughtfully equipped with cooking utensils and firewood. At one end of the runway, there's a large mailbox filled with emergency supplies: a first aid kit, water, some packages of Raman noodles and other items that visitors have contributed.

In the preceding weeks, preflight planning included a varying list of cargo. Emergency gear, tent, sleeping bags and food were considered, in the event that they were grounded somewhere because of bad weather or worse, a broken airplane.

Ultimately, weight considerations and the fact that the weather was perfect, the decision was made to bring only some snacks, water



and spare clothing.

The flight was planned as a kind of scouting trip, an interesting spot to be checked-out and maybe bring the family to sometime. Intended as a simple there-and-back one day flight, Justin nevertheless shared the details with several friends just in case.

Their route skirted the Wisconsin





coastline northward, adding seven minutes to a more direct route. Near Manitowoc, they turned northeast, leaving the coast behind, and headed for the island. From the air, the view of the surrounding waters was reminiscent of the Bahamas.

Thinking that it would be best to overfly North Fox's runway and check on its condition, they found the runway to be hidden among ancient birch and pine trees. They didn't spot the runway until the Aztec was nearly lined up with it. During the low pass, they were surprised to see several airplanes parked nearby.



On final for landing on 27 at Galt

[Click here to see more photos of their flight to North Fox Island](#)

The Recreational Aviation Foundation (RAF) is a non-profit organization who's mission is to



preserve, maintain and create airstrips for recreational

purposes. that works with both public and private entities to arrive at solutions that provide benefits to all parties.

Learn more at: <https://theraf.org>

or visit them on Facebook at:

www.facebook.com/theraf.org/

At the Aztec's airspeed of around 185 knots, the total flight time was just an hour and twenty minutes.

After landing, the trio spoke with some of the folks who had arrived earlier and learned that a flight of 99s from Chicago Executive were headed in for the day. Justin said, "I didn't realize just how small the GA world is until I was on an island in the middle of nowhere and heard someone called out, "Hey, aren't you that guy from Galt Airport?"

They took some time to check out some of the trails and shoreline. It was enough to make them wish they had arrived earlier in the day so they would have had the time to hike more of the trails and cook out before



heading back. But the time had come to depart. The weather for the return flight was perfect and they arrived back at Galt by 5:00pm.

Justin says, "I can't wait to go back!" And, he noted, "North Fox Island would be a great fly-out destination."

If you would like to add it to your own bucket list, just contact Justin. He'd be happy to tell you all about it and show you his pictures! 





Galt Airport Contact Info

5112 Greenwood Rd.

Greenwood/Wonder Lake

Illinois 60097

Websites

galtairport.com

flywithjb.com

Owners

Diane and Claude Sunday

dsunday905@aol.com

Airport Manager

Justin Cleland

815-648-2433

justin@flywithjb.com

Director of Maintenance

Brian Spiro

815-648-2642

maintenance@flywithjb.com

Office

Rebekah Busse

815-648-2433

rebekah@flywithjb.com

Airport Business Hours

8AM to 5PM

Monday thru Sunday

It's Young Eagles Weekend!

Saturday, October 5th 2019 9am 'till 1pm There will be FREE airplane rides for **Young Eagles** (kids 8-17 yrs old) provided by EAA Chapter 932. See more info on the President's Page

Also, it 's your chance to meet adorable adoptable dogs from the

Animal House Shelter or bring your dog. Help us *Stuff-a-Plane* with supplies for the shelter. To see a full list of shelter needs visit [animalhouse-shelter.com/wish-list/](http://animalhouseshelter.com/wish-list/). Lunch items, as well as other goodies, will be available for purchase from MJ's Coffee Bar & Concessions. Join us this Saturday for a fun day at Galt Airport!



Planes & Puppies

October 5th 2019

9am - 1pm



Free airplane rides for kids ages 8-17



Meet adorable adoptable dogs from the shelter or bring your dog



Bring a donation and help us "Stuff-a-Plane" with supplies for the Animal House Shelter

****To see a full list of shelter needs
visit animalhouseshelter.com/wish-list/****

For more information call 815.648.2433
or visit flywithJB.com/event/planes-puppies



JB AVIATION
Galt Airport

5112 Greenwood Rd. Greenwood, IL



The President's Page

Arnie Quast, President, EAA Chapter 932



EAA Chapter 932 Contact Info

President: Arnie Quast
president@eaa932.org

Vice President: Bill Tobin
vp@eaa932.org

Secretary: Paul Sedlacek
secretary@eaa932.org

Treasurer: Justin Thuma
treasurer@eaa932.org

Membership Chair:
Chad Genengels
members@eaa932.org

Young Eagles Coordinator:
Daniella Knoll
youngeagles@eaa932.org

Webmaster: Meira Leonard
webmaster@eaa932.org

Web Assistant: Kaylin Hart
kaylin@eaa932.org

Editor: Jerry Thomas
editor@eaa932.org

Our monthly chapter gathering on September 21 was very well attended. We combined our chapter gathering with an FAASTeam presentation on Next Gen Weather. Our guest speaker was Mordechai Levin from the FAA Safety Team. Mordechai is our local Lead FAA Safety Team representative. He is a very accomplished flight instructor, and the director of the Masterflight Foundation. Before the presentation he encouraged us to establish an online account with **Leidos Flight Service** at www.1800wxbrief.com.

Mordechai's presentation highlighted the powerful flight planning tools and capabilities available to pilots through Leidos Flight Service. Within the past month flight service switched to an ICAO format for filing flight plans.

In order to better illustrate the many easy-to-use features and the new flight plan format, Mordechai walked us through a hypothetical flight to demonstrate some of the features of the Leidos site. Highlights included optimizing winds, determining preferential routes, making an easy *big picture* determination of actual weather conditions along a route, and how to easily file a flight plan. It is now possible to open and close a flight plan using text messages, making the system incredibly easy to use. It also helps prevent forgetting to close a flight plan.

As you know, there are numerous ways to go about the process, such as using applications such as Foreflight, Garmin Pilot, and Wing X Pro, to name a few. A major bonus behind the Leidos product is that it is absolutely FREE. Our tax dollars pay for it.

We thank Mordechai Levin for sharing his time and knowledge with us at the chapter gathering.

Afterward, we had a simple lunch of hot dogs with toppings of your choice, with salad and chips, layed out by our VP, Bill Tobin. Thanks Bill!

Upcoming Events

Planes and Puppies *and* Young Eagles Rally Saturday, October 5th – 9AM to 1PM

This Saturday, October 5th, we will join JB Aviation in hosting the annual Planes and Puppies event in conjunction with a **Young Eagles Rally**. *Ground support volunteers and needed as are more volunteer pilots to fly Young Eagles flights. Please contact Daniela Knoll via email at daniela@eaa932.org, or by phone at 262.716.6025.*

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Wright Brothers, Wrong Story

October 12th

9:30AM to 11:30AM

On October 12th we'll have our regular monthly chapter gathering. Author Bill Hazelgrove will be telling us about his book, Wright Brothers, Wrong Story.

During his presentation, Bill will

highlight some surprising facts about the Wright Brothers, their family, how they managed to achieve their first flight and the way they came to be remembered. After the presentation we will serve a light lunch. I hope to see everyone at our chapter gathering!

Andy Miller

Aircraft Owners and Pilots Association (AOPA) November 9th

At our final event of the year, we will be hosting our friend Andy Miller from the AOPA. Andy is a knowledgeable speaker about the current state of general



aviation. This year, Andy will be presenting an interactive Weather Investigations Accident Case Study program that is a great follow-up to the Next Gen program we just had. It will qualify for WINGS credit. Check the article on the following page and check EAA932.org for more information.

Chapter Elections

Each year in November, along with major political elections nationwide, our chapter has an election for positions within our EAA 932 board. More details are available on the final page of this newsletter.

As always, I hope that everyone has a great October. Thanks to you, EAA Chapter 932 and Galt Airport has one of the greatest airport communities one could hope for. Come out and join us for some of the excellent activities we have planned!

Arnie

Oh my gosh! Now he's made it into a contest!

Planes On Posts

As promised, here is the second submission from EAA Member, Tom Wagner. He found this T-33 in from of the airport in **Kanai Municipal Airport** (KENA) in Alaska. Thanks again, Tom!

Pat Trunda took this photo of a Plane on a Post somewhere along Interstate 44 near Rolla, MO. I searched Google Earth but haven't been able to locate it. (And people tell me I need a life! Ha!)



So, let's make this a challenge: I'll give one of our awesome, collectable EAA932 T-Shirts to the sender of the first email I receive with a good photo attached of this poor plane.



Let's see what you can do! Send anything and everything you can find to: editor@eaa932.org



Andy Miller is **AOPA's You Can Fly Ambassador** for the Great Lakes Region. He is a nationally recognized aviation educator; a lead representative in the FAA Safety Program, an IMC Club leader, and a member of both the National Association of Flight Instructors and the Society of Aviation and Flight Educators. He is also an aircraft owner and regularly flies Young Eagle and Angel Flight missions.

Andy is based in the Great Lakes and works with flying clubs, flight schools, aviation organizations, and secondary schools to increase the number of active pilots. You'll often find him traveling to events and meetings in one of the AOPA's bright yellow *Reimagined Cessna 152s*.

Mark Your Calendar...



Presented by
Andy Miller, CFI, AOPA Great Lakes Ambassador

Weather is often blamed as the cause of accidents when, in reality, it's poor decision making that's the culprit. Arm yourself to make the right weather choices at crucial moments before and during flight.

Here's what you'll learn:

- Why getting the big weather picture is important
- How to improve your go/no-go decision-making process
- Tips to "weatherize" your mindset and avoid traps like flying VFR into IMC
- Why technology can be a great tool and your worst enemy in weather flying

Mark your calendar for *Saturday morning, November 9*. You won't want to miss Andy's interactive presentation!



A Sad Day for Mr. Spock

Word came last week that the CFI's at our local flight school voted to drop the teaching of the 80-year-old E6B from the curriculum.

Invented for use by the army back in the late 1930s, the "whiz wheel" has out-lived its time, if not its function. It was replaced first by electronic calculators and now by phone and tablet apps. If you ask pilots when they last used their whiz wheel, most would reply, "When I took the FAA Knowledge Test." A question that might lead to considerable head scratching might also be, "Do you know where your old E6B is?"

More of the E6B's calculations, like wind correction angles, fuel burn and more now take place automatically in programs like ForeFlight.

As the Justin Cleland, the head of the flight school, said, "Well, it had a good run." Yup, the old E6B device will be sorely missed...right up there with hand-propped engines. 



Off the Top of My Head

Cogitations from the Editor

Sometimes, the Lesson Comes Later...

I was on a solo cross-country flight, looking through the Cessna's windshield trying to spot the Watertown, Wisconsin airport (KRYV) somewhere ahead. I had dialed into their Unicom and anticipated a right-hand approach to RWY11. To my chagrin, a glance through the left window showed that I was almost directly *over* the airport! I had blundered into the pattern rather than doing the 45 degree downwind entry I planned.

The flying that followed was downright ugly. The only good thing I can say on my behalf is that I did radio my intentions during my inept attempts to get on the ground intact, if not gracefully.

A pilot taxiing below, aware that there was an idiot passing overhead, judiciously announced that he was going to hold short of the runway. Thank you, whoever you are.

It took two tries for me to enter the pattern in a rough approximation of how it's supposed to be done. During those attempts, I made a series of dumb errors: I wildly overestimated my downwind position from the runway, allowed the 172 to get too low, and made a ridiculously wide right turn to final that I think included parts of Minnesota. Pilots reading this must be shaking their heads, wondering, "When he first realized his location was off, why didn't this dimwit simply overfly the airport and come around and make a correct approach?" I was flustered. The obvious fix wasn't so obvious at the time. As they say, sometimes you get the test first and the lesson comes later.

When I finally got on the ground, I apologized to anyone on the Unicom (Note to FAA: a designated "atonement frequency" would get a *lot* of use). Then I

taxied back to RWY11 and got the heck out of town before someone had the presence of mind to write down my N-number and complain to our FBO about who they let use their airplanes.

So why admit to this astonishing lack of neural function? Because, during any part of it, I could have become a statistic.

We all know that most stalls occur in the traffic pattern. But analysis by the Air Safety Institute has found that about 50% occur on takeoff and 18% happen during go-arounds. Just 4% happen during the turn from base to final.

Maybe I've been living under a patio block, but that last bit was news to me. I always believed that the turn to final, when we're low and slow, is the most hazardous part of the pattern. Obviously, I'm wrong, and it may be news to others out there buzzing around.

There appears to be a sea change building when it comes to basic stall training. It's become less about recognizing the impending stall and recovering from it, without losing too much altitude, and more about not being surprised by it and prevention of the stall in the first place.

In a recent article for the AOPA, Ian Twombly writes, "Not only are we practicing the wrong stalls, the stalls that we are practicing aren't being properly applied to the situations they are meant to prevent." He goes on: "... most stalls happen by surprise, quickly, unpredictably, and usually in stressful situations."

Like, say, when you're flustered?

Continued on next page...

In 2017, the FAA reports that 347 people died in 209 general aviation fatal accidents involving Loss of Control. That's one fatal LOC accident every four days...*one every four days!*

Recently, Steve Thorne, the producer of *FlightChops.com*, posted a video about getting his flight review with Dan Gryder, a noted CFI in Atlanta, GA.

The FAA advises pilots to maintain a 30% buffer above stall speed to prevent loss of control. Dan Gryder's innovative approach to achieving this was to come up with a new speed to mark on the airspeed indicator. He calls it the **Defined Minimum Maneuvering Speed (DMMS)**. If power is lost, the DMMS offers a glide/maneuvering speed that provides an additional modicum of stall protection for 30 degrees of bank.

How does he arrive at the number 1.404? His calculation starts with the stall speed of an airplane in landing configuration with wings level (V_{s0}) multiplied by the FAA recommended 30% margin of safety (1.3) to arrive at the approach speed (V_{ap}). Then he adds additional buffer to safely allow for a bank of up to 30 degrees. Gryder says that stall speed increases 8 percent in a 30 degree bank if you're holding an altitude. 8% of 1.3 is 0.104. Added to 1.3 gives you 1.404. *Gryder marks that speed with a piece of tape on the airspeed indicator and advises pilots to never let the speed drop below that figure until they're lined up on final.*

For example, the C172M I was flying has a V_{s0} of 47 KIAS. Multiplying that by 1.404 gives me a number just over 66 KIAS. In a clean configuration (no flaps), the equation would be V_{s1} (53 KIAS) $\times$ 1.404, or a bit over 74 KIAS.

CAUTION: *These are my own calculations for a specific airplane based on my understanding of what was presented. Watch the video for yourself and calculate your own numbers for your specific aircraft. I am most certainly NOT a CFI. Remember...I was the dimwit in the sky over Watertown.*

Early in the video, Gryder relates two stories about identical Loss of Control (LOC) accidents. One was about friend and former student who suffered an C172 engine failure in at 300 ft. The airplane stalled and killed 3 people. A few years later, it happened again on the same runway at the same airport at the same altitude. Another friend, this time piloting a Kitfox, had

his engine quit, stalled, and died in the crash.

Dan Gryder decided he needed to do something to keep his friends from dying needlessly.

Gryder stresses the need to *always be prepared for a loss of power on takeoff*, quickly unloading the wing by pushing forward sufficiently to maintain airspeed. If



the engine quits while you're climbing out at V_x , the Best Angle of Climb, maintaining airspeed can require a strong and instant response. It has to become

a reflex action for the pilot, he insists. *Hesitation kills..* Your first thought has to be to establish a safe glide speed, *then* look for a place to put it down. Instinct will say "Pull", but *preparation* makes it a reflexive "Push."

This reaction is so important that Gryder adds "*Expect Engine Failure*" to the Take-Off checklist as a reminder to be prepared to PUSH.

Somewhere during the presentation, it dawned on me that the training video I was watching just might be the most important I had ever seen. There is so much more that is valuable and worth discussion on that video. Gryder goes through flight into IMC and how to avoid the very real danger in a go-around. I highly recommend watching it in its entirety.

Steve Thorne of FlightChops suggests that the ideas presented in the video be the *start* of a conversation you have with your instructor. 

Watch the full video by clicking:

https://youtu.be/m_tKShlf_gU

Ian Twombly's article can be read at:

<https://www.aopa.org/news-and-media/all-news/2019/september/26/were-teaching-stalls-all-wrong>

Coincidentally, Paul Bertorelli of **AVweb** is currently producing a 5-part podcast on stall/spin prevention that he says will include Dan Gryder's approach to stall recognition and response training. Check it out at: <https://www.avweb.com/aviation-news/podcast-asis-richard-mcspadden-on-stall-spins/>

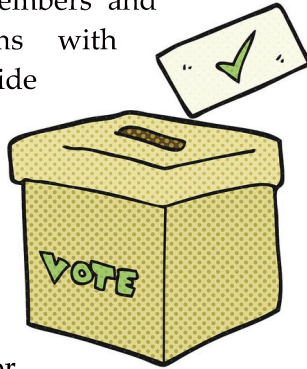
EAA Chapter 932 Elections

We have chapter elections scheduled for the gathering on **Saturday, November 9th**. There will be ballots and a ballot box set up at the back of the room. *This is your chance to influence how the chapter is run.*

The 7-member board of directors is made up of the four chapter officers (President, Vice President, Treasurer, Secretary), one seat for Galt airport management and two at-large directors. Board members and officers serve two-year terms with staggered election years to provide continuity for the board.

We have three positions open for the 2020 through 2021 time period: **Vice President, Treasurer** and one **At-large Board Member** position. This provides a great opportunity for members to get more involved in setting direction and planning activities for the chapter. You also would be eligible to attend the excellent chapter leader training offered by HQ in Oshkosh (*Ask Deena, Jerry, Bill or Arnie about what a great experience it is*).

If you're interested in stepping up and serving the chapter in any capacity, please let Arnie or Paul know. Job descriptions for the open positions follow:



Chapter Vice President

- Perform the duties of the chapter President if he or she is unable, for any reason.
- Has principal responsibility to ensure the chapter has insurance coverage for all events and that no planned chapter activities are prohibited by EAA Headquarters' guidelines.
- Performs duties as assigned by the chapter President
- Participates in chapter board meetings (typically on

the third Thursday each month from 6:30 to 8:00 PM) whenever possible

- Attends chapter events whenever possible

Chapter Treasurer

- Manages chapter accounts (main account, scholarship account, PayPal, Square, Amazon, etc.), backed up by the President.
- Prepares and presents monthly reports on state of chapter finances to the board of directors.
- Handles payments and disbursements to/from the chapter
- Manages cash and card transactions and reporting profit/loss for chapter events
- Files Federal IRS 990N (e-postcard return for small exempt organizations) annually
- Files a *Illinois Charitable Organization Annual Report Form AG990* yearly.
- Issues receipts or donation letters for donations to the chapter over \$250 or upon request
- Participates in chapter board meetings whenever possible (typically on the third Thursday each month from 6:30 to 8:00 PM)
- Attends chapter events whenever possible

Board Member at large

- Participates in chapter board meetings whenever possible (typically on the third Thursday each month from 6:30 to 8:00 PM)
- Attends chapter events whenever possible
- Performs duties as assigned by the board
- May be assigned certain key chapter operations, such as Membership, Programs or Scholarship chairperson.

Galt Traffic is published monthly on www.eaa932.org and also electronically distributed in PDF format to approximately 800 readers. You can download current and past issues from the chapter website at www.eaa932.org/newsletters.html. To be added to the distribution list, please contact editor@eaa932.org.

EAA Chapter 932 is a local chapter of the **Experimental Aircraft Association (EAA)** based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208)

EAA (www.eaa.org) is an international organization of members with a wide range of aviation interests, including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our website for more information about the chapter and events and activities at www.eaa932.org or on Facebook at www.facebook.com/pages/galt-airport-young-eagles/116543021696619